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- SECTION A - SUPPLEMENTAL INFORMATION
1. The basic task order 0011 was awarded on September 17, 2003 to fund contract support services to perform the Troop Compartment Intercom System Cost Estimate, Disc Brake Demonstration, and FMTV Active/Independent Suspension System Analyses for Program Management - MTV office.
 2. The purpose of this Modification 01 is to change the model number of the government furnished platform called out in paragraph C.2.2.1 of the scope of work, at no additional cost.
 3. The scope of work is hereby revised to change the model number in Section C.2.2.1 From FMTV (M1083A1) To Read LMTV (M1078) as described in Section C001.
 4. All other terms and conditions of this task order remain unchanged.

*** END OF NARRATIVE A 002 ***

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SECTION C - DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

STATEMENT OF WORK

FMTV PRODUCT IMPROVEMENT EFFORTS

C.1. General Scope of Task Order: The contractor is required to perform the following efforts on a completion basis: Troop Compartment Intercom System Cost Estimate, Disc Brake Demonstration and FMTV Active/Independent Suspension System Analyses. The period of performance is one year beginning date of award.

C.1.1. Background: The Armys medium tactical wheeled truck series is the 2.5 and 5 ton models of the Family of Medium Tactical Vehicles (FMTV). These vehicles entered production in 1995 and to date, approximately 15,000 vehicles have been fielded. A total build of over 80,000 FMTV trucks is planned over a thirty-year period. The length of this program requires dramatic changes in model design at critical points in time in order to incorporate emerging technology advancements. These desired performance improvements encompass a broad range of operational, situational and life cycle cost enhancements.

C.2 Discrete Tasks. The contractor will provide the necessary labor and materials to concurrently complete three separate tasks listed below:

C.2.1 Task 1 -- Troop Compartment Intercom System: The Government previously acquired and integrated an off-the-shelf, prototype intercom system for the FMTV M1083A1. This system incorporated commercial off-the-shelf (COTS) and/or NDI technology and provides an effective means of verbal communication between the cab crew and personnel in the cargo bed area for M1078, M1083 and M1090 troop transport family of vehicles. The current system is hard-wired and does not impact the vehicles electromagnetic interference (EMI) requirements. The Government now desires to re-configure the intercom components that comprise the current system to:

- (1) reduce weight
- (2) reduce space claim
- (3) reduce integration costs, and
- (4) improve range of user functionality (range in terms of distance and also in technical operation; operability in severe climatic conditions (artic, dessert, dust, urban) and ergonomics. The contractor is requested to prepare a technical and cost estimation report addressing all four improvement areas.

C.2.1.1 Deliverables: A final technical and cost estimation report addressing all four improvement areas, in contractor format, shall be delivered 60 days after the award of this order in accordance with CDRL A001.

C.2. Task 2 -- Brake System. The Government will provide and the contractor shall review and assess the existing feasibility study of commercially-available disc brakes suitable to be installed or integrated on the M1078, M1083 and M1090 troop transport family of vehicles. The contractors assessment shall address impacts to system weight, initial procurement cost, life cycle cost and performance in meeting Federal Motor Vehicle Safety Standards (FMVSS) and European Union EEU braking requirements. Upon Government approval of the contractors assessment, the contractor will acquire a commercially available disc brake system for the government-furnished vehicle (M1083A1).

C.2.2.1 Disc Brake Installation on Vehicle: The contractor shall install a commercially-available disc brake system on the Government-furnished LMTV (M1078) platform, with a goal of no significant changes to hardware location or component configuration to the current FMTV components and dimensions.

C.2.2.2 Program Review(s): The contractor shall conduct four in-process reviews during performance of this brake task at the Contractors facility, as follows: an initial review for hardware selection, a second review prior to hardware installation but after the system has been acquired and delivered, and a third review after the hardware is installed on the vehicle; and a final review at time of submission of final report. All reviews must be completed with one year after date of task order award. The contractor will notify the Government COR five (5) days prior to each review.

C.2.2.3 Deliverables: The contractor shall deliver 1) four program reviews (see C.2.3.4), 2) The contractor shall modify and deliver a Government-furnished M1083A1 FMTV truck with a commercial disc brake system installed. The vehicle shall be ready to undergo Government brake testing 90 days after Government approval of hardware selection. The contractor shall return any removed hardware. 3) The contractor shall prepare and deliver a final report in Contractor format to document all efforts and findings and shall include an assessment of the feasibility and worth of making such a modification to the entire FMTV fleet. The final report shall include a white paper delineating all available options for incorporating a disc brake system. White paper is defined at attachment A to this scope. All report deliverables shall in accordance with the attached CDRL A002.

C.2.2.4 Government-furnished Property: The Government will provide one each M1083A1 Cargo Truck to the Contractor for performance of this task order. The contractor will notify the cognizant Defense Contract Management office to inspect the government-furnished property prior to commencement of this task.

C.2.3 Task 3 -- FMTV Active/Independent Suspension System Analyses: The Contractor shall conduct an in-depth analysis of the technical and cost impact of replacing the current FMTV suspension system (comprised of a straight axle and leaf springs) with that of a modern active/independent suspension system. The Contractor shall conduct modeling and simulation to assess and document all potential mobility and system stability impacts from such a suspension. Primary focus of the study will be on impact to traction, on-road and off-

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road mobility, ride quality, ground clearance and vehicle dynamics that impact system dynamic stability. Contractor shall also assess impact of such a change in the areas of initial procurement costs (non-recurring and recurring), maintenance aspects, life cycle cost, weight, size and reliability impacts.

C.2.3.1 Deliverable: A final report, in Contractor format, will document all the results of the modeling and simulation effort that assesses the mobility and stability impacts of adopting an active/independent suspension system on the FMTV system. This final report will also include assessments of the impact of adopting such a system in the areas of initial procurement costs (non-recurring and recurring), life cycle costs, weight and size impacts, maintenance impacts and reliability impacts. The contractor will also prepare and submit a white paper that summarizes all the evaluated performance and physical characteristics impacts, maintenance and reliability impacts, cost impacts, and available options. (See CDRL A003)

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